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THE FAVOURITE BEER
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Hongkong Daily Press.

ESTABLISHED 1857

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BRANDIES HAVE A WORLD-
WIDE REPUTATION.
Per Doz.\$25
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No. 14,093 號叁十玖零千肆萬壹第 日壹初月伍年亥十二緒光 HONGKONG, WEDNESDAY, MAY 27th, 1903 叁拜禮 號柒拾貳月五年叁零百九仟壹英 價銀, \$3 PER MONTH

**WATSON'S
B BRANDY**
AN OLD HIGH-CLASS BRANDY
MUCH APPRECIATED IN
THE COLONY.

PRICE... ..\$27 PER CASE.

**A. S. WATSON & CO.
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WINE AND SPIRIT MERCHANTS.
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& CO.'S

PRICE \$11.75 PER DOZEN
NET

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WAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS.
6.45 p.m. & 9 p.m. ... Every 15 minutes.
9.45 p.m. to 11.15 p.m. ... Every 15 minutes.
SUNDAYS.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS on Week Days.
SUNDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 39 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Wong-kong, 1st October, 1902. [a1038]
GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask or Factory.
In Bags of 250 lbs. net \$3.50 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
H.K. 14th May, 1903. [a3231]

NOTICE.

THE SWATOW ICE COMPANY is
prepared to supply ICE at Current
Rates.
BRADLEY & CO.,
Agents.
Swatow, 1st May, 1903. [1339]

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"ENCYCLOPEDIA BRITANNICA"
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Hongkong, 22nd May, 1903. [1505]

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ELGIN ROAD, KOWLOON.

35 Bedrooms, excellently furnished.
Bath to each room.
Dining-room and Cuisine under strict
supervision.
European and American Wines, Spirits, and
Beers.
POOL AND BILLIARDS.
English, American and Manila Newspapers on
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Terms: \$4 to \$7.00 per day; \$65 to \$120 per
month.
JAR. D. M. CAMERON,
Manager.
Hongkong, 6th May, 1903. [a1351]

HOTEL INTERNACIONAL.

THE MOST COMFORTABLE HOTEL
in Macao. Beautifully situated in Praya
Grande next to Government House.
Telegraphic Address: "Internacional."
Apply to—
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Hongkong, 4th October, 1902.

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GENTLEMEN'S OUTFITTERS.

NEW SUMMER GOODS JUST RECEIVED.

LINCOLN & BENNETT'S STRAW HATS

AND
GENUINE PANAMA HATS,
ELWOOD'S CELEBRATED SUN HATS.

RAINCOATS, UMBRELLAS,
WATERPROOFS,
SHIRTS, UNDERWEAR,
SOCKS, TIES, COLLARS.

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WITH ALL REQUISITES.

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MINERAL WATER
SILENT WATER
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All the Company's Waters are manufactured from TREBLE-DISTILLED
water—nothing can be purer. More FILTRATION is quite INEFFECTUAL
for destroying the worst organisms that water may contain.
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WINE AND SPIRIT MERCHANTS.
16, Queen's Road,
Hongkong, 27th May, 1903. [a35]

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THE COMOSTYLE DUPLICATING
APPARATUS.**
(Can be used with the Typewriter.) [a33]

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SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,
\$25 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
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**THE ELITE OF WHISKY—
THE "PALL MAIL,"**
\$22 PER DOZ.

11 Years old the finest quality shipped.
Each bottle bears an Analyst's certificate.

**O. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**
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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

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This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassall.

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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste.

**BENEDICTINE LIQUEUR—
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\$43.75 PER DOZ. QUARTS.

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THEY ARE UNEQUALLED AT THE PRICE

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ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND
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INCANDESCENT LAMPS, ARC LAMPS AND
NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
Apply to—
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ASAHI THE CELEBRATED BEER OF JAPAN.

PER CASE 8 DOZ. PINTS ... \$16.00
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THE ONLY MINERAL WATER BOTTLED WITH ITS OWN
"NATURAL CARBONIC ACID GAS."

PATRONISED BY H.I.H. THE CROWN PRINCE OF JAPAN.

PER CASE 48 PINTS ... \$8.50
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BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!

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GOOD WORK. PROMPT RETURN.

THE CHEAPEST AND MOST UP-TO-DATE STORE IN CHINA.

ACHEE & CO.

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL

Hongkong, 1st April, 1903. [a39]

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LONDON,

ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—

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[1243]

FIRST AND FOREMOST!

IN CONSEQUENCE OF THE SUCCESS ATTENDING THE INTRODUCTION
INTO THIS COLONY OF OUR "STONE GINGER BEER" AND THE STILL
INCREASING DEMAND, WE HAVE NOW, FOR THE CONVENIENCE OF OUR
NUMEROUS CUSTOMERS ADDED TO OUR LIST OF BEVERAGES A
COMBINATION OF PURE LONDON GIN AND GINGER BEER WHICH WHEN
ORDERING PLEASE ASK FOR

**"CROWN BRAND STONE GINGER
BEER AND GIN."**

WATKINS, LD., HONGKONG.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly furnished Reading, Drawing
Music, and Smoking Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel.
Wines cooled by Hotel refrigerating
machinery.
Hotel Linen washed on the premises by
machinery.
Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency
Exits on every floor.

CHARGED MODERATE.

H. HAYNES,
Manager.

**THE
PEAK HOTEL.**

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

**A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.**

Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a132]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each floor.
Table D'Hote at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th April, 1903. [a1255]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a49]

HOTEL CRAIGIEBURN.

**PLUNKET'S GAP, THE PEAK, near the
Tram Terminus.**

Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [a50]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (S.S. *Hengshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA"
For Terms, apply to
THE MANAGER.
[a254]

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor
Telegraphic address: "Hingkee"
[a184]

VICTORIA HOTEL,

SHAMEN, CANTON.

BRITISH CONCESSION.

GOOD Accommodation.

Excellent Cuisine.

Every Convenience for Tourists.

T. F. DA CRUZ Manager.

Canton, 1st October, 1901. [a158]

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SCOTCH
WHISKY.WATSON'S
CELEBRATED
BLENDVERY OLD LIQUEUR
SCOTCH WHISKY.A blend of the finest WHISKIES dis-
tilled in SCOTLAND, of great age, very fine
and mellow.Pronounced by Connoisseurs to be the
BEST BLEND in the FAR EAST.

Per Dozen \$16.50

The following are also recommended, and
are unsurpassed in quality:—

A.—THORNE'S BLEND . . . \$12.00

B.—GLENORCHY, MELLOW
BLEND, a fine 'Scots'

WHISKY of great age . . . 12.00

C.—ABERLOCH, GLENLIVET 13.50

D.—H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 16.00

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

city from what were formerly very unsavoury
foreshores. Nevertheless it may be conceded
that these reclamations will presently reach
their limit, and in any case they are not
likely to satisfy the needs of the growing
population. More room will still be wanted,
and it will eventually be imperative to
unite both sides of the harbour. Whether
this will be effected before or after the rail-
way connects Kowloon with Canton is
perhaps a moot point. It will be eminently
necessary then. There can hardly be a
difference of opinion as to the desirability
of a connection being established; the
question of cost is, we imagine, the rock on
which the project will, from time to time, be
delayed.

No doubt a bridge would, from many
points of view, be more advantageous
than a tunnel as a means of communication,
but both schemes will find their advo-
cates. Captain RUMSEY says he is not pre-
judiced, but adds that he is, after consider-
ation, in favour of the bridge. Probably the
general public, before coming to a decision,
would like to know the pros and cons on
either side. In the first place it would be
interesting to know how the two schemes
compare as to cost. Expense is always an
important factor in the decision of any
question, even though it has to be borne
by a Government. We have no means of
forming an estimate ourselves, but should
be glad to see this worked out approxi-
mately. For the rest it seems to us that
the bridge would supply the pleasantest
means of communication, and there would
not be the necessity of descending into a
depth to the tunnel, involving a correspond-
ing ascent on the other side. A tunnel
would also probably be hot and stuffy in
the summer months. Nor would it prob-
ably be commodious enough to carry
vehicular or goods traffic, whereas the
bridge might provide for a railway or
tramway as well as for ordinary vehicular
and pedestrian traffic. On the other hand the
tunnel would be open to traffic in all weathers,
whereas the bridge would hardly prove a
desirable highway during typhoons or very
rough weather. Moreover, though there
are two entrances to the harbour, a bridge
would in some degree interfere with the
traffic, though perhaps not to such an extent
as to outweigh the undoubted advantages
it would confer. These are matters that
would require a good deal of consideration
before embarking on a work that Captain
Rumsey estimates would cost some nine
million dollars.

That the bridge is both practicable and
desirable no one will deny, but as to the
kind of structure that would be most suit-
able and best adapted to stand the strain
of the gales to which we are subject during
the prevalence of the south-west monsoon
there would perhaps be several opinions.
If the people of Sydney find it necessary to
bridge their beautiful harbour, we shall
eventually, doubtless, see fit to follow their
example. But we shall not be in a hurry.
We never are. The desirability of a public
work may be ever so apparent, its need
ever so urgently felt, but we shall, after
our customary fashion, carefully and
systematically procrastinate. We may get
plans made, approved by the Consulting
Engineer to the Colonial Office, sanctioned
by the Secretary of State, estimates pre-
pared, and the work actually provided
for in the budget; but it would
not follow that the bridge would then
be made. Years might elapse, another
administration might disapprove, and the
work be relegated to some distant date
corresponding to the Greek Kalends. That
is, of course, providing that the local Gov-
ernment thought well to carry out the work.
If a limited liability company undertook to
finance and erect the structure it would, of
course, be completed in a reasonable time,
and it is sincerely to be hoped that, if ever
the scheme for bridging the harbour is
agreed upon, a private company will be
allowed to construct it. The French order
some things in their colonies, better than
we do; others very much worse. They
build such a tariff wall round their imports
and exports that they successfully throttle
trade and prevent the natural growth of
their colonies; but, on the other hand, it
must be conceded that they lay out and
build public works with a much more liberal
hand and plan them with more foresight
than we do. For proof of this fact we have
only to turn to the neighbouring colony of
Indo-China, which is of mushroom growth
compared to Hongkong. While in Hong-
kong we have not even a tramway on the
level, in Tonkin there are lines of railway
built regardless of cost, one to Hanoi cross-
ing the Red River there over a bridge
almost, if not quite, as lengthy as that
required to cross the harbour to Kowloon.
Their public buildings, too, have been
erected whilst we should have been think-
ing of them. That the proposed bridge
across the harbour would pay is probable,
but if it is to be a great public benefit,
to lead to the expansion of the place, and to
add indirectly to the revenue, then it might

fairly claim a contribution from the Govern-
ment towards the cost or a guarantee to the
promoters against actual loss. Better still,
perhaps, it would be for the Government
to undertake the work, but to confine its
construction to a great firm of English
engineers under contract to complete it in a
given time. Under those circumstances
there would be some chance of its being
completed in something less than a decade,
the shortest period generally consumed here
in arranging for the construction of a much-
needed work.

Admiral Marchal is going up to Hankow in
the French cruiser *Pascal*.

Four hundred tons of coal have been found
in the bunkers of the *Reina Christina* recently
raised at Cavite.

The Polo Club will hold a Gymkhana on the
Polo Ground to-morrow afternoon, weather
permitting. In the event of a postponement
the Gymkhana will take place on Saturday.

Mabini, the well-known Filipino leader, died
of cholera last week. Thousands followed the
remains to the grave, the funeral being de-
scribed as the largest seen in Manila since the
American occupation.

The police have arrested at Yamnati an
Iranian youth who in April, 1902, assaulted
his grandmother and robbed her of a pair of
gold earrings and a gold bangle of the total
value of \$37.

The visitors to the City Hall Library and
Museum for the week ending 24th May were
232 non-Chinese and 56 Chinese to the former,
and 63 non-Chinese and 2,139 Chinese to the
latter institution.

About 1.30 yesterday afternoon the C.P.R.
Baynes of China steamed into the harbour
with the German mail *Zieten* five minutes
astern. The C.P.R. boat left Shanghai one
hour after the German mail, and made the
passage in 57½ hours.

Referring to the ineuspicious way in which
notice was taken in England of St. George's
Day, a weekly review remarks that the Eng-
lishman's way is to take his nationality as, to the
confusion of the nations, he takes most things,
as a matter of course.

A telegram to the *Siam Observer* states
that Mr. Rivett-Carnac, Financial Adviser to
Siam, has written to the *Times* denying that
only German railway material will be admitted
to Siam. The King of Siam, he declares,
emphatically favours the open tender system,
and the manufacturers of all nations will find a
fair field.

Mr. W. J. Archer, C.M.G., Judge of the
British Court for Siam, leaves for a nine
months' holiday in Europe about the beginning
of July, and Mr. H. P. Wilkinson, Crown
Advocate at Shanghai, the son of the Chief
Justice there, has been appointed to act as
Judge at Bangkok during Mr. Archer's
absence. Mr. Wilkinson comes direct from
England.

The cost of repairing and overhauling the
U.S.S. *Itasca*, including the damage caused by
the recent explosion, is estimated by the Navy
Department at \$500,000. These repairs cannot
be completed under six months. The *Itasca*
has been in commission for about five years, and
prior to the accident, recommendations had
already been made for an extensive overhauling
of the vessel.

The Russian battleship *Pobieda* (Victory in
English) from Cronstadt on her way to the
China station, was at Ceylon a fortnight
ago. The *Pobieda* is of 12,674 tons displace-
ment, and is armed with 4 10-in. and 11 6-in.
quick-firers, and 45 lighter guns, besides 6
torpedo tubes. She is fitted with Bolloville
boilers, and her engines indicate 14,500 horse-
power, with a speed of 18 knots an hour.

The Singapore papers report the arrival of
Detective Sergt. Frayne from Hongkong per
s.s. *Arcton* appearing having in custody H. Brooks,
ex-warden of the s.s. *Lincolshire*, who was
arrested on a warrant on the allegation of the
theft on board the vessel of £55, the property
of Capt. A. G. Clark, the Master, on the 25th
of October last. It is alleged that the money
was obtained by breaking open a box in the
Captain's cabin.

A combination of Manila capitalists is trying
to secure the uncompleted structure of the
Hospital Association on Calle Bagumbayan on
the Luneta Drive. This was recently sold to
the Municipal Board for 50,000 pesos, and an
offer of 16,000 pesos increase on the purchase
price has been offered to the Board by the com-
bination above referred to, whose object is to
turn the place into a fine hotel, surrounded by
numerous cottages on the plan of the Royal
Hawaiian Hotel at Honolulu.

Observations show that mosquitoes hibernate
either in the full-grown or larval state. The
cold of winter does not always kill the larvae in
water. They survive being frozen in ice. The
same larvae may be frozen and thawed several
times in the course of winter. This is true not
only of the culex pugnans and the anopheles,
but of some other mosquitoes as well. The fact
that mosquitoes have been found in the polar
regions and in the marshy tracts of Alaska
tend to confirm these observations.

TELEGRAMS.

REUTER'S SERVICE.

SERIOUS OUTBREAK OF TYPHOID
IN ENGLAND.

LONDON, 23rd May.
A sensation has been caused in England
owing to a serious outbreak of typhoid at Par-
fleet and Manchester traceable to diseased Army
blankets sold by the authorities in South Africa
and shipped to England where they were resold
throughout the country.

THE NEAR EAST.

LONDON, 23rd May.
The Sultan's Peace Commission are still pri-
soners. When the troops approached Ipek, the
Albanians removed them to a Russo-Servian
Monastery at Dehli, which they threaten to
destroy if the troops continue to advance.
Russia has demanded that the Porte protect
the Monastery.

THE SOMALILAND EXPEDITION.

LONDON, 24th May.
The Somali levies are showing a mutinous
spirit and the camel corps will probably have to
be disbanded.

LATEST BETTING ON THE DERBY.

LONDON, 23rd May.
4 to 5 against Rocksand.
4 to 1 " Vincinus.
15 to 2 " Flotsam.
10 to 1 " Mead.
20 to 1 " Rabalais.
99 to 1 " Kronstadt.
49 to 1 " William Rufus.

LORD MILNER.

LONDON, 24th May.
Lord Milner denies that he is about to leave
South Africa to take up a position elsewhere.

ARMED ROBBERIES.

ONE MAN KILLED.
Two more of the armed robberies which
occur so frequently in the Colony despite the
efforts of the police to prevent them, backed
up, too, as these efforts are by the rigorous
punishment meted out to the culprits when they
are caught, were committed on the Kowloon
side on Sunday afternoon. About half-past
three, six men entered a house at 149, Hok Tin
Haughum, under the pretext of searching
for opium, and bound and gagged the
two inmates, an old man and a young
woman. They ransacked the place, and de-
camped subsequently with money, jewelry
and clothing to the value of about \$300. Get-
ting free from their bonds, the inmates reported
the outrage to the police, and search parties
were despatched to look for the robbers. At
Haughum four were arrested and at Yamnati
one. This left one still at liberty, and the police
found him lying badly injured at the bottom of
a quarry into which in his flight he had
fallen. He was taken out and removed
to hospital, but on the way there succumbed
to his injuries. A large portion of the stolen
property has been recovered from the persons
of the prisoners; the dead man's connection with
the affair was guessed from the fact that he
too was in possession of some of the stolen
articles. The man had evidently carefully
planned their coup, for they carried with them
ingeniously contrived gags and cord to bind
their victims. They will probably be formally
charged to-day at the Magistracy and remanded.
On Sunday, at Shataukok, an armed gang
entered a house and robbed the inmates of
property to the value of between two and three
hundred dollars. Particulars of the affair
have not yet come to hand.

THE PLAGUE ROLL.

Fifty-five cases of bubonic plague were not-
ified to the authorities as having occurred during
the three days ended at noon yesterday, bringing
the year's total to 847. Another European
case (not fatal) is included in the list—from the
Sailor's Home. Of the remaining cases, 52 (51
fatal) were Chinese, 1 was Portuguese (Pottinger
Street), and 1 Japanese (Ship Street). Twenty-
two bodies of Chinese were dumped.
During the week ended 23rd May there were
136 cases of plague in the Colony (4 Europeans,
3 Indians, 1 Portuguese, and 128 Chinese), and
of these 123 proved fatal (1 European, 2 Indians,
1 Portuguese, and 119 Chinese). Since
January up to the 23rd inst. 749 cases out
of a total of 772 ended in death. Comparing
with this total those for the corresponding
periods in 1902 and 1901, we find that last year
there were 145 cases, whilst on the 25th May,
1901, the total was 800 cases, 748 of which
ended fatally.

WEATHER REPORT.

The Hongkong Observatory report issued
yesterday says:—
Barometric changes are slight.
Pressure remains above normal over the
China coast and Japan, and is highest in a belt
lying between the E. coast of China and NE.
Japan.
Gradients slight to moderate with fresh NE.
winds in the Formosa Channel and over the N.
part of the China Sea.
Forecast:—Moderate to fresh E. winds; some
drizzling rain or mist.

MUTINY ON A BRITISH SHIP.

A Manila contemporary reports that *Lascars*
on the British ship *Albanga* mutinied and
attempted to take the life of Captain Peterson
and the chief engineer. Twenty-eight of the
crew were brought ashore and lodged in the
San Fernando police station. The British
Consul will try the men for insubordination and
the serious crime of mutiny.

On the morning of the 16th inst., at eight
o'clock the crew of the steamer refused duty in
a body and when ordered back to work they
attacked the chief engineer with mail-
ing pins and grate bars. The chief engineer, who
received the first mad on-rush, succeeded in lay-
ing several of the men out, when Captain
Peterson, the ship officers and Customs Inspec-
tor William came to his assistance. The
rescue party drew revolvers and succeeded in
forcing the men into the after part of the ship.

The trouble grew out of two causes; the first
and principal complaint being the desire of the
crew to be paid off, and allowed to land in
Manila. The second grievance was the question
of meat. The crew being all Mahomedans,
desired to kill their own beef and refused to eat
that which was brought aboard from Manila.

At noon Captain Peterson called all hands on
deck and asked them if they would go to work,
stating that he had brought them a live goat.
After a consultation they rejected the offer of
the goat and stated that it was their desire to
go ashore. The Captain informed them that if
they went ashore they would all be placed in
gaol. They answered, that would suit them.
Owing to the fact that all had signed under
British articles the captain told them that he
would have to go ashore and consult with the
British Consul. He returned shortly to the
ship with the police launch and all were taken
to the station house.

At one stage of the mutiny a general alarm
of fire was sent broadcast over the waterfront
which stated that the crew had set fire to the
ship. Several launches hurried to the ship's
side only to find that it was a false alarm. At
half-past eleven the chief engineer hoisted the
signals D and N. A. R. which meant want of
four firemen. The Semaphore station ashore
interpreted the signals as meaning that there
was a fire on board and they sent the alarm
broadcast.

The *Albanga* came from New York with a
general cargo.

A MIDSHIPMAN'S PLUCKY ACT.

An extremely plucky act was done at Hankow
the other day by a midshipman of H. M. S.
Glory, Cecil P. Talbot. He was in charge of
the picket-boat, says a report in the *N.-C. Daily*
News, and was coming alongside, when a liberty
man who was coming off in a sampan full into
the river. Though the river was running 3½
knots, and he was in his thick uniform with his
dick, Mr. Talbot immediately jumped into the
river, caught the man, and held him up by one
arm, at the imminent risk of being swept under,
while with the other hand he caught a rope that
was thrown to him; and he held the man up
until two Chinamen got him into their sampan.
The man was nearly dead when brought on
board the *Glory*, but Mr. Talbot fortunately
was none the worse for his very gallant exploit.

VILJOEN ON THE BRITISH
SOLDIER.

Lecturing 1st month at Cambridge (Mass.)
on some phases of the Boer War, General Ben
Viljoen, second in command of the late Boer
Army, criticised the British Army, saying its
chief fault was the lack of independence of the
soldier. He said that without an officer to
command, the rank was absolutely helpless and
that most of the officers were little better
than the private, for scores of them who were
captured were found to be unable to do such a
simple thing as cook their own meals. He said
the British soldier could not shoot, having little
or no knowledge of firearms. In rushing one
camp and capturing it the Boers found the
soldiers were shooting at a 1,200 yards range
throughout the time the Boers were creeping
up. He said the Boers lived on whatever they
captured from the British army, and for nine
months went without salt.

MANILA CUSTOMS COLLECTOR AND
THE "LOONGSANG" CASE.

Mr. W. M. Shuster, Collector of Customs for
the Philippines, has been fined 500 pesos for con-
tempt of Court but has given notice of appeal.
The circumstances of the case were briefly as fol-
lows:—The Collector had levied a fine of \$20 on
Captain Weigall of the s.s. *Loongsang* for allow-
ing a Chinese emigrant to land last
November. It was protested that the Collector
was wholly without authority or jurisdiction to
impose the fine, but the Collector threatened to
collect it by the sale of the vessel and cargo
unless restrained by order of the Court, and he
did in fact refuse to give plaintiff a clearance
for his vessel until he received the order of the
Court restraining him from seizing the vessel
and collecting the fine. Judge Sweeney in
the course of a lengthy judgment said:—"The
defendant's conduct in levying the \$200 fine
was without authority and his seizure of the
vessel for the payment of said sum was a tres-
pass, and plaintiff pursued the proper remedy
by injunction to prevent the continuance of the
trespass and the interference with his property
rights. There is no doubt in the mind of this
Court that the defendant is in contempt of
Court in still seeking to collect this so-called
fine and annoying the plaintiff in the face of
said restraining order which is so plain and
imperative."

POLICE COURT.

Tuesday, 26th May.

BEFORE MR. F. A. HAZELAND (POLICE
MAGISTRATE).

THE CHARGE AGAINST MOFFITT.
R. P. Moffitt was placed in the dock on
charges, which he has already admitted, of
embezzling over \$10,000 belonging to the
Dairy Farm Co., Ltd., while acting as its
secretary. Mr. E. A. Bonner, solicitor (Messrs.
Dennys and Bowley), conducted the prosecution.

Lance-Sergeant Earner gave evidence as to
the extradition of the defendant from Port-
land, Oregon.

Francis Maitland, until recently chairman of
the board of directors, Dairy Farm Co., said the
defendant had been employed as secretary to
the company under a three-years' agreement.
His duties were to keep the books, pay all
money received into the bank, and generally to
look after the interests of the company, about
\$12,000 of the capital which was invested in
one mortgage. This sum was called up to-
wards the end of September last, and, with the
last month's interest, amounting to \$75,
should have been paid into the company's
bank as received from their solicitors,
Messrs. Dennys & Bowley. On 16th October
last witness, saw the defendant with reference
to particulars concerning the year's accounts.
That was the last time he saw the defendant,
who promised to furnish the particulars by the
following Tuesday. As they were not forth-
coming, witness called in at the company's
office on the way home that evening, but the
defendant was not there. From that day until
now he had never seen the defendant. The book
produced was the account folio belonging to the
company. It contained three counterfoils, dated
27th September, showing that on that day
\$10,000 had been paid into the bank in notes,
\$765.80 by various cheques, and \$20.60 by two
other cheques. In consequence of what he learned
at the bank, witness obtained a warrant on 15th
October for the arrest of the defendant, who,
however, had left the Colony, and was not
arrested on that warrant. Attempts were made
to open the safe, but in vain, and it had subse-
quently to be done by the Dock Company. Mr.
W. H. Potts, the company's auditor, then went
through the books, and on his information wit-
ness obtained another warrant for the defendant's
arrest. That warrant, like the first, was
ineffective.

This concluded the witness's evidence, and
defendant said he had no questions to put.
John Mackenzie Forrester, assistant, Hong-
kong & Shanghai Bank, deposed as to the pay-
ments made to the bank on 27th September last.
Edgar Arthur Bonner, solicitor with Messrs.
Dennys & Bowley, solicitors to the Dairy Farm
Co., stated with reference to the \$12,000 mort-
gage investment and the \$75 interest that the
defendant called on him and asked that the
money, which Messrs. Dennys & Bowley were
securing on behalf of the Dairy Farm Co.,
should be handed over to him early next
morning, as the day being Saturday and the
bank closing early, he wished to pay it in at
once. The defendant called next day and
received the total sum, \$12,075, in the presence
of the witness.

William Hutton Potts, auditor for the
Dairy Farm Co., said he examined the books
of the company in October last. In the
audit's collecting-book on 29th and 30th
April, 1902, the defendant signed as having
received \$2,844, and in his rough cash-book
credited the company with \$1,087.74; this sum
also appeared in the clean cash-book. On 16th
May he signed for \$2,185.97, and credited
the company with \$1,185.87. On 12th June he
credited the company with \$1,094.19 out of
\$1,494.49 that he had signed for as receiving
from the firm.

Witness gave other instances of this under-
writing of the accounts, after which Inspector
Warnock deposed that the defendant when
charged said he had nothing to say.
This concluded the evidence for the prosecu-
tion, and Moffitt, who told his Worship that he
had no statement to make, was committed for
trial.

MORE JAPANESE STOWAWAYS.

On Monday, twelve Japanese stowaways—
eight women and four men—were charged with
stealing passages on the 17th inst. from Moji to
Hongkong on the steamer *Ki Maru*.

When asked to plead, the defendants admitted
their guilt, and through the interpreter
expressed their willingness and desire to pay
for their passages.

His Worship:—That is not the question. Were
they on board with or without the consent of
the master or owners of the vessel?

The interpreter put the question, and the
defendants replied in the affirmative.

The case was adjourned till Friday next to
enable the Japanese Consul to be present.

BEFORE MR. J. H. KEMP (ACTING POLICE
MAGISTRATE).

DISHONEST SERVANT.
On Sunday night last a report was made to
Inspector Williamson at Tsimshatsui Police
Station that a quantity of jewelry to the
value of about \$185 had been stolen from
Kimberly Villas, Kowloon. The inspector and
a couple of detectives visited the house,
where they learnt that the coolie had not been
seen that afternoon. One of the "boys" knew
where he stayed, and he took a detective to an
establishment in Yamnati where the missing
coolie was found. Arrested, and subsequently
searched at Tsimshatsui Station, a gold
pin valued at \$25, which was identified as
part of the stolen property, was found in his
possession. During the time that the prisoner
was in custody, his mistress found out other
loose which brought the total amount missing

The Daily Press.

HONGKONG OFFICE: 11, DES VOGES ROAD (CL.
LOCK) OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27th May, 1903.

In what he thinks is likely to be his farewell
report, the Hon. R. M. RUMSEY, Harbour
Master, winds up with some remarks on the
proposal he brought forward last year for
a bridge across the harbour of Hongkong.
Capt. Rumsey puts forward some very cogent
arguments in favour of his scheme for easy
and rapid communication between both sides
of the harbour. He says that the cry is
for more room, both for the inhabitants
and for the shipping, and from a sanitary,
economical and commercial point of view,
it is desired. He urges that more room
for shipping can only be obtained by
dredging some of the shallower parts of the
harbour, and more room for the inhabitants
is already at hand on the Kowloon side of
the water, and he thinks "it would be well
if, instead of providing further space for the
"increasing population by means of reclama-
"tions from the water area, already insuffi-
"cient for the needs of shipping, all reclama-
"tion at or about the harbour frontage was
"prohibited and Kowloon and the New Ter-
"ritory utilised and developed, a course
"which cannot be thoroughly carried out
"until communication is made easy." This,
of course, is a matter of opinion. The reclama-
tions so far made have, we think, done no
harm to the harbour; on the contrary they
have deepened the channels and freed the

up to the value of \$245.50. Following this discovery, the coolie was again searched, and other articles belonging to the complainant were found in his possession.

When the case came into Court, Inspector Williamson applied for and was granted a remand, as he is hopeful of tracing the rest of the missing property.

FALSE CHARGE.

On Sunday the Yau-mai police tramped through eleven miles of rain and mud to Chuanwan to arrest a native who had been charged by another with robbery to the extent of \$213. The accused man was placed in custody and duly charged, but when his Worship heard the case he found it to be so palpably trumped up that he dismissed the defendant and fined the complainant \$15 or three weeks for bringing a false charge.

"THE SAVIOUR OF CANTON."

The Los Angeles Daily Times of 14th ult. has an article dealing with the much-talked-of trouble in Canton on Chinese New Year Eve, in which it says that it was the "quick action and commonsense treatment of a critical situation by an American naval officer who saved the foreign residents in the province of Kwangtung" on that occasion from falling victims to the plot of the rebels.

The Los Angeles Times proceeds in the following strain:—

"This attack was averted by the precautionary measures taken by Commander F. J. Drake, commanding the United States steamer Monterey, with the assistance of the English gunboats *Sardapier* and *Britemart*, the French gunboat *Arctanche* and the German tug *Shamoon*.

"Hearing that a force of rebels led by Hung Chuan Pak, a native of Wache, had planned an attack on the Viceroy and Chinese officials of Canton during the celebration of the Chinese New Year, during the nights of January 25 and 26, Commander Drake prepared to defend the foreign residents. An armed force of 3,000 men had entered Canton surreptitiously several days before he learned the news, and were hiding with sympathisers. As most of the foreigners and official representatives of the various nations reside in Shamoon, Commander Drake first completed his plan of defence, and then, to allay the excitement which prevailed, he officially informed the consulates and Chinese officials of his preparations, and advised the commanders of the English, German and French gunboats of the line of action to be pursued in case Shamoon Island was attacked. The foreign commanders offered their co-operation, and plans were perfected to meet any trouble that developed, whether on the island or on the water.

"Instead of visiting the holy temple in the inner temple at midnight to offer incense, the Viceroy and officials, contrary to long custom, remained in their yamens securely guarded. Around the Viceroy's yamen alone assembled 4,000 armed troops. By 7 o'clock the gates to the inner city were closed and the streets cleared.

"Many arrests were made that night in which some conspirators were implicated and large amounts of stores were seized in houses and shops in Feng Chung and Fates, opposite Shamoon. Many other indications of the intended attack were found and the officials agreed that the rebels abandoned their plot only because of Commander Drake's discovery and his prompt action and that of the foreign commanders in taking ample precautionary measures. The landing of an armed force from each of the foreign warships had been agreed upon by the American, English, German and French commanders at the first evidence of attack."

A GALLANT ACT AT SINGAPORE.

A plucky attempt to save life occurred in the roads at Singapore on the 15th inst. One of the Japanese sailors on the Nippon Yusen Kaisha steamer *Kishinu Maru*, fell overboard accidentally and Mr. Saiter, the chief officer, dived in after him, and though managing to get hold of the man he was unable to keep him above water. In consequence of his struggles Mr. Saiter had to release his hold and the man sank to rise no more. He attempted to dive several times to try to find him, and though several boats were sent on the spot no further trace of the unfortunate seaman could be found. It is a pity that such a gallant attempt was not successful; but none the less it is worthy of notice and praise.

THE NEW JAVO-CHINA-JAPAN LINE.

We are informed that the new steamship line between Java-China-Japan will begin a regular four-weekly service most probably in September next, with three newly-built steamers called *Tijpanas*, *Tijlajap*, *Tijmahs*, each of 5,000 tons deadweight, which will fly the Dutch flag. Two of the ships are being built in Holland and one in England. As already mentioned, the Company is established in Amsterdam with its chief agent, Mr. P. J. Roosendaal-Bishop, in Hongkong, and as local agents Messrs. Holz, Jacob & Co., have been appointed. The steamers will run as follows: Batavia, Samarang, Sourabaya, Macassar, Hongkong, Shanghai, Kobe, Yokohama, Kobe, Hongkong, Amoy, Swatow, Singapore, Batavia. At present, trade between Java, China and Japan is carried on by chartered steamers, and there can be no doubt that this regular line will be appreciated. Trade will doubtless expand and the enterprising owners may justly anticipate success and fair dividends.

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THE CHINA LEAGUE ANNUAL REPORT.

We have received from Mr. A. B. Burkhill, the Hon. Secretary of the China League, a copy of the Annual Report for 1902, from which we take the following:—

The time and attention of the Committee of the League, during 1902, were almost exclusively devoted to the consideration and discussion of the various schemes for a new Commercial Treaty with China, telegraphed home by Sir J. Mackay, or submitted as alternatives by the China Association and by Mr. F. Anderson of Shanghai.

The League was in constant communication with the Foreign Office and the chambers of commerce more particularly interested in the China trade, using every endeavour to have the commercial Articles of the Treaty moulded in such a manner as to secure the maximum advantage to British trade, by the removal of all inland taxation and restrictions, with the minimum countervailing impost by way of compensation.

Representatives of the League attended three conferences held at the Foreign Office for the discussion of the proposed new clauses, and were courteously allowed the opportunity of expressing their views.

His Majesty's Government were good enough to give consideration to the views of the League on several points, more particularly on the question of the allocation of the tariff funds, and the Committee are of the opinion that the results of the work done in 1902 by the League in the interests of British trade with China, on the Treaty question alone, fully justify its formation. They were also much gratified by finding themselves in complete accord on all important subjects with the representatives of the leading Chambers of Commerce.

Article VIII. of the Treaty (the most important article) has the unreserved and entire approval of the Committee. They are of opinion that the one and only thing needful to make this article a boon to commerce and to traders in China is the strict fulfilment by China of her new obligations. The article was originated by commercial men on the Commission in Shanghai, it has been shaped and moulded by commercial men on this side, and it bears those facts clearly impressed on every clause. It remains for His Majesty's Government to secure the fulfilment of its stipulations when it is embodied in the new Treaty.

The new Treaty (which is known as the Treaty of Shanghai) is to be ratified as far as Articles 1 to 7 and 9 to 16 are concerned within twelve months of 1st September, 1902. Article 8 does not come into force until all the Powers entitled to most favoured nation treatment in China enter into the same engagements as Great Britain with regard to payment of surtaxes, etc.

Apart from Article 8 the Treaty contains clauses of great potential value, notably No. 2, dealing with a proposed national currency.

No. 3, Equalisation of duties on goods carried by junks and steamers to and from Hongkong and treaty ports in the Canton provinces.

No. 4, Liability of Chinese shareholders in British Joint Stock Companies.

No. 7, Protection of British trade marks in China. It is hardly possible, for instance, to exaggerate the value to traders in China of the introduction of a national coinage, "which shall be legal tender throughout the Empire."

Under existing conditions, the unhappy trader has to contend not only with the coinage of six provincial mints, but also with tael and copper cash varying in weight and fineness in every province.

Whether the central Government has the will and the power to impose this reform upon the country remains to be seen. It will be strenuously opposed by the hordes of bankers, shroffs, and underlings who make their profit on their living out of the exchanges between one trade centre or one province and another.

Article 9 provides for the re-issuing of the Mining Rules at present in force in China.

The majority of people interested in mining development in China would probably agree that less ignorant and wilful obstruction to all mining enterprise on the part of the central and provincial Governments is more desirable than new rules and regulations. Rules and regulations alone, however admirable in themselves, will not attract foreign capital.

In Article 13 China expresses a pious wish to reform her judicial system, and to bring it into accord with that of Western nations, and Great Britain agrees to relinquish her extra-territorial rights when she is satisfied with the state of Chinese laws and their administration.

This clause has been the subject of much animadversion in China, on the part of traders and missionaries alike, but as it is obvious that before Great Britain relinquishes the protection of her subjects in China, the Chinese administrator of the new code must substitute purity for corruption in the Courts, justice for oppression, and impartiality for prejudice, the thought occurs that the consideration of this clause may well be left to the next or a succeeding generation.

As the Committee of the League strenuously opposed Sir James Mackay's first proposals, dated 13th February, and more particularly the abolition clause contained therein, they feel it due to the members of the League to take notice of certain reflections upon the action of the opponents of these proposals from the pen of the very able Shanghai correspondent of the Times (vide two articles on the Anglo-China Treaty, December, 1902).

The following is excerpted in the Times as the actual text of the abolition clause:—

"To abolish throughout the Chinese Empire all internal taxation of whatsoever kind or

description, whether Imperial, provincial, local, or municipal, on merchandise and produce whether native or foreign, whether for import, export, or for consumption within the Empire; and the Chinese Government engages that all offices and stations, of every kind and description for the levying of taxation on merchandise, except the Imperial Maritime Customs and land-frontier Custom Houses, shall be permanently abolished."

The Committee are in complete accord with the Times' correspondent in his description of this clause as a comprehensive and clearly defined reform, as also that it displays a broad and statesmanlike grasp of the question on the part of its proposer, but wish to place on record the fact that the above clause was not the abolition clause contained in the telegraphic price of Sir J. Mackay's scheme dated February 13th, 1902, considered at a conference at the Foreign Office on April 17th, and opposed by the League.

The China League has put forward the matter of the rights of the Peking Syndicate under their concession from the Chinese Government, and endeavoured to secure for the Syndicate the active assistance of His Majesty's Government. The correspondence with the Foreign Office is now published.

TUNGKUN MEDICAL MISSION-ARY HOSPITAL.

We are in receipt of the annual report for 1902 of the Tungkun Medical Missionary Hospital in connection with the Rheinisch Missionary Society. We make the following extracts:—

South China has gone through a year full of trials. It has not only had to suffer from plague, cholera and dengue fever, but also from unceasing village wars and a prolonged drought. Dengue prevailed during the months of June, July and August, and out of a hundred left one or two to look after the suffering ones. In the hospital, patients, servants, students, medical staff, including Europeans, children even a few days' old, all paid their tribute to that painful, disabling disease. After three to five days, the acute attack being over, comes a time of convalescence, of months duration, during which the ankles, knees, wrists and elbows remain painful and swollen. We know of no case which terminated fatally.

Plague on the contrary has claimed many victims. In the yamen itself four cases proved fatal, one of them being the grandson of the mandarin. The latter was much alarmed, and every day sent his chair to obtain medical advice. He wanted to remove early all doubtful cases, and arrest the spread of the disease; at last he sent away his wife and children to a friend living outside the town, and he remained alone in his ill-fated yamen.

Cholera had one victim on our station, the wife of our Evangelist, Chan Chuk Sheng.

The persistent drought caused loss of lives, and this in a curious way; the water-buffaloes, enraged at not being able to bathe in the ponds, as they are used to do after their day's work, made their guardians responsible for the want of water, going them in a frightful manner. Once we had four such cases in one ward, later came one which proved fatal. Repeatedly fast days were ordered by the mandarin.

Epidemics and village wars are reasons enough to account for the somewhat smaller number of in-patients, 91 less than last year; the number of out-patients has increased, because we divided the work at the consultations; one of us seeing the male patients, the other the female patients and children.

We registered 22,101 visits, 6,601 new and 15,500 return visits, which gives us an average of 134 patients for each of the 143 consultation days. Sick folks were seen in the villages of Long Han, Kang Pui, Tai Peng, and also in Hongkong.

We have been called 29 times to treat cases of opium poisoning; 24 were saved, 7 men and 17 women. Three men were dead before we came, and two women could not be revived.

Three times in the year, missionary brethren, who had fallen sick at their respective stations, applied to us. We also occasionally treated German marines of the S.M.S. *Shamien*. 449 male and 175 female patients were admitted to the wards, each of them staying on an average 274 days. 1,588 large and small operations were performed.

Eleven patients received baptism, 2 of them being baptised with their families.

The income during the year was \$8,085.78, or \$968.30 in excess of the expenditure.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Annam*, with the next French mail, left Singapore on the 25th inst. at 8 a.m. for this port via Saigon.

The O. P. K. Co.'s S.M.S. *Empress of Japan* left Yokohama on Saturday the 23rd inst. a.m. for Victoria and Vancouver.

The Imperial German Mail steamer *Stuttgart* which left here on the 23rd inst. arrived at Shanghai on Saturday, at 9 a.m.

The O. & O. steamer *Coptic*, with mails, &c., which left hence on the 25th inst. for San Francisco via Shanghai, &c., arrived at her destination on the 21st inst.

The P.M. steamer *City of Peking*, with mails, &c., from San Francisco to the 25th inst., via Honolulu, left Yokohama for this port via Island Sea, on the 23rd inst.

The O. & O. steamer *Doric*, with mails, &c., from San Francisco to the 28th inst., via Honolulu, leaves Yokohama for this port via Island Sea, on the morning.

The A.L. steamer *Malpennos* left Shanghai for this port on the 25th inst.

The Boston Tow Boat Co's steamer *Lyra* arrived at Mororan last Saturday, the 25th inst. The N.Y.K. steamer *Kamagata Maru* (European Line) left Shanghai for this port on the 25th inst. at 6 p.m., and is expected here tomorrow.

RUSSIA AND NEWCHWANG.

SIR ROBERT HART'S SUCCESSOR.

Commenting on the Russian position in Manchuria and especially with regard to the treaty port of Newchwang, the London *Globe* remarks:—The Russian authorities make no secret of their intention to ruin the trade of the port in order to benefit "Dalny," better known under its old name of Port Arthur. There is no more striking instance of the meaning attached by Russia to the "Open Door," or of the ludicrous contention that international trade will thrive among those who have Russia for a neighbour. At Newchwang itself there is no Russian trade, no Russian shipping; while the volume of British, American, and Japanese commerce represents a capitalised value of millions sterling. Yet not only are the native Customs and the telegraph service in the hands of a Russian nominee, but the mercantile community has been electrified by the appointment, on the part of Sir Robert Hart, of a Russian Commissioner of Customs, with complete power of direction over the port of Newchwang. The control of the Customs, with access to their archives, will now be practically in the hands of the Russian Consul, of whom the Russian Commissioner is merely the shadow; and the interests of the great trading nations are given over to the Power whose avowed object is to ruin them.

This extraordinary appointment is, unhappily, only a symptom of the change that has been taking place in the personnel of the Customs Department. At the present moment the proportion of British subjects in the indoor staff of that service is 131 out of 267, or 49 per cent. But, as the Shanghai correspondent of the Times points out, since June, 1899, only four British employees have been appointed out of 35 who have received engagements. If this ratio is pursued the British percentage will rapidly descend to vanishing point, and a more ominous sign of the trend of events in China can hardly be imagined. It seems only a few years ago that British predominance in the Chinese Customs was accepted without question or cavil. The service was absolutely and entirely due to the energy and ability of a British subject, Sir Robert Hart, and such credit and financial stability as the Middle Kingdom possesses was the work of Great Britain through her agents. When British influence ceases to be supreme in the Chinese Maritime Customs Department the last shred of our old authority in the Far Eastern waters will be gone, but it is matter of unhappy notoriety that the establishment of an International Board of Control is the object of more than one of our rivals at Peking. Of Sir Robert Hart's splendid career it is impossible to speak too highly, but he has been exposed of late to a force of intrigue, the extent of which it is difficult to measure. His relations with the British Legation are no longer what they were in the olden days. We are apt to forget that he is in the service of China and not of Great Britain, and that if his policy is to tally with British interests, British influence must assert itself from outside.

There is only too much reason to believe that the intrigue which aims at supplanting Sir Robert Hart by an International Board of Control is being pushed on at the present moment. As far back as 1898, before the European scramble in China had attained its present proportions, the Chinese Government gave Lord Salisbury a definite and formal assurance that Sir Robert Hart's successor, in the post of Inspector-General should be an English subject so long as British trade preponderated in China over that of other European countries. Nor did the matter rest there. Mr. Robert Bredon, a man of tried capacity and long service in the Customs, who had recently resigned his post of Commissioner, was immediately recalled from Europe and installed in Peking as Deputy Inspector-General of Customs. Not a single protest was made, and it was clearly understood that he was destined to succeed Sir Robert Hart, whose brother-in-law he is, in the post of Inspector-General when it became vacant. It is against this arrangement that the diplomatic batteries at Peking are being opened. No nation has the face to propose a candidate of its own, but the idea of an International Board, on which half-a-dozen of the leading Powers should be represented is now being sedulously promulgated. What this means is patent to all: we have seen what the European Concert can do in the Far East. We have witnessed for the last three years in its intolerable shackles, and to the malign influence of certain Powers, whom we need not specify, the almost hopeless situation of today is entirely attributable. If this element of discord be introduced into the administration of the sole commercial asset which China possesses, then farewell to the last chance of preserving that Empire from dismemberment. And farewell to such remains of British prestige as have survived the nerveless and vacillating policy of our Foreign Office. If we give way now, it is our Waterloo from which there is no recovery. China stands pledged to us by solemn obligation, and the whole of the trading community, of whatever nationality, is agitated at the thought of the break-up of the Customs Service. Mr. Bredon has recently rendered services to this country of the greatest utility in connection with the negotiation of the Commercial Treaty. He is the existing Deputy, and the acknowledged successor of Sir Robert Hart. If we allow his position to be challenged our motives will be assigned to one cause only, and that the most contemptible.

From one of the London police courts:—

"Me no understand," said the foreign prisoner. "He can speak good English," said the policeman; "he swore at me when I arrested him."

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12, QUEEN'S ROAD, HONGKONG.

[38]

SIBERIAN GOLD.

OFFICIAL REPORT ON OPERATIONS IN THE PRIMORSKI REGION.

The Ministry of Agriculture and Domains has published the following report (says the United States Consul-General at St. Petersburg) on the results of the investigations relating to gold mining, made in the Primorski region in 1893 and 1899.—The geographical position is favourable and the climate is soft; the absence of rigidity and the easy access to waterways of communications promise favourable results. Gold mining in the Primorski region is divided into two parts—the northern, on the Amur River and the Okhotsk Sea, and the southern, on several little rivers along the South Ussuri district and the Island of Askold. Gold mining has increased in the former since the construction of the Ussuri and Transbaikalian lines of the Siberian Railroad. The large mining companies (which produced 62.4 per cent. of the total gold mined) have representatives in large trading towns who buy materials, keep an eye on the market and make contracts with tradesmen. The small enterprises have no agents, and must pay retail prices. The large companies enjoy a credit from banks, and can receive loans at 8 per cent.

The Russian-Chinese Bank began to help the small companies in 1897 by undertaking to deliver gold to the Government laboratory and advancing money to the amount of 3 roubles (1.55 dol.) per zolotnik (2.4 drams). In 1899 it issued 60,500 roubles (31,158 dol.) at 9 per cent. per year. Trial excavations are made at a distance of 1 verst (0.663 mile) apart, with additional pits to ascertain if the gold veins do not incline sideways. When making final calculations the whole area is divided into triangular lots, formed by the lines of pits, and when the stock of gold is approximately studied draining canals are dug and the necessary buildings are constructed. The work begins with removing the turf and upper soil. Generally, this work is done by hand digging; horse carts carrying the turf away; but recently they have begun to wash the turf away by irrigation. The gold sand is dug out with pickaxes and spades, a workman being paid from 1.19 to 1.80 rouble (61.2 to 92.7 cents) a day. The washing is effected by barrel engines moved by locomotives.

The richest gold layers in the South Ussuri region have been worked by the ancient Chinese processes. In addition to the gold-mining industry in this region there are other natural riches—viz. forests, fisheries, and coal, iron and lead mines, which do not need so large an investment of capital, and are not connected with such risks as the searching for and working of gold mines. The lack of technical knowledge in the gold-mining branch is the principal reason why its development is so slow. The most important enterprises in the Ussuri land are the mines "Osnovatelny," belonging to Lieutenant Melchansky, who worked them by contract during 1897 and 1898 and suspended the work in 1899; the mine "Askold" (on the island of the same name), where coin gold is being extracted by a plant for working quartz; and a mine on the River Sino-Scoz-be. The total quantity of gold mined in the Primorski region, according to statistics, was 1,101 pounds 2 lbs. (39,904.7 lbs.), containing an average of 1 zolotnik (2.4 drams) in 100 pounds (3,611 lbs.) of sand. This amount is less than the product of the adjacent region of the Amur, which can be explained by the novelty of the business. The chief gold-mining works in the Province of Primorski were established during the last ten years, and a great number of gold veins of this region are not yet worked, and not even declared.

THE L.C.C. AND SPITTING.

A correspondent sends us the following cutting from a London paper of 24th ult. with the remark that the provisions shadowed forth in it with regard to expectoration might well be applied to Hongkong:—

"We are glad to see that at last an attempt to supplement the polite invitations 'Please do not spit here' is to be made. The London County Council has drafted a regulation which will come into force at the beginning of May. This by-law will be enforced on the Council's trams, and will make it an offence to spit in or upon them. A fine up to 40s. is the penalty for infraction of the order. Fortunately, the Council are able to justify their action on sanitary grounds, it being a well-ascertained fact that disease germs are spread by this filthy habit; but, in any case, it is time the law was invoked to put an end to it. The Council is also considering the advisability of extending the application of the by-law to any public carriage, or place of public entertainment. We trust this extension will include railway carriages, some of which are like nothing so much as open sewers. It is true that some of the stinking boxes on the underground railways are calculated to excite symptoms even of vomiting; but the same irritant is not present on every railway system. It is a pity the Council cannot copy the custom obtaining in Berlin in the case of dirty tenements. If the inhabitants will not clean them, the fire brigade does it for them. The London Fire Brigade undertook the task of making all the Metropolitan railway carriages and buses sweet and clean."

TRADE MARK

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OUR SPECIAL BLEND OF SCOTCH WHISKY

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Per Doz. ... \$15

We have older and more expensive Whiskies

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H. PRICE & CO.

12, QUEEN'S ROAD. [41]

THE VICTORIA CYCLE EMPORIUM.

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LATEST! LATEST! LATEST!!!

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We are Sole Agents for the following:—MONOPOLE, FUTURE, CENTAUR, and NEW PREMIER CYCLES.

We have also in stock a large Number of American first-grade Machines (Chain and Chainless), including the

CLEVELAND, CRESCENT, WESTFIELD, etc. Other branches of the business conducted as usual. REDUCTIONS IN PRICES. "Vide et crede."

Intending purchasers are cordially invited to visit our Stores and Workshop, 43 and 34A, QUEEN'S ROAD EAST.

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Hongkong, 7th May, 1903.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. STEINER & CO. [46]
Hongkong 3rd October, 1900.

ROYAL AERATED WATERS MANUFACTORY.

If you want a drink of health, If 'tis true that health is wealth, If you'd take your proper care, If for health you'd join the race, Always with a smiling face, Where you can get good drink I guess, Pure water we always use, Essences many from which to choose, Our list of drinks will you amuse. Apply to—

F. P. DANENBERG, Manager, Factory & Office—West Point, Telephone 367; Depot—Ice House Street; Telephone, 374.

New Specialties. Best in the Far East. Refreshing and invigorating drinks of the season. Just Produced, Long-Life, Non-Intoxicating and Excellent Beverages. Sir-Os, Winter Stout, Strawberryade, Jubilee-Champagne, Orange Champagne, Hop Ale. [47-2]

DIED—ABRAM LA RUE—APRIL 27th.

ALL CLAIMS against his Estate are requested to be presented to AMERICAN CONSULATE-GENERAL for authentication. Hongkong, 29th April, 1903. [1309]

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DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY WARES, EMBROIDERIES AND CHINESE CURIOS.

Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUFF & Co.) Hongkong, 16th May, 1903. [1438]

SIEN TING. SURGEON DENTIST. No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1903.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. L. CHAUN, 27, DES VOGES ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1903. [169]

TO LET.

WOODLANDS VILLA EAST.
Seymour Road. Six-Roomed Semi-detached House. Good View of the Harbour.
Apply to—
D'ALMADA & MILLAR,
16, Des Vaux Road Central.
Hongkong, 19th May, 1903. [1465]

TO LET.

A ROOM in a Fully Furnished House at the Peak.
One Gentleman required to make up a Mess of Four, Tennis Court and Garden.
Apply to—
A. 17,
Care of Daily Press Office.
Hongkong, 25th May, 1903. [1529]

GODOWNS TO LET.

PRAYA EAST. Spacious Two-storied and Single-storied Godowns. Suitable for Yarn or Cans.
Also Land for Coal storage.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.
Hongkong, 31st March, 1903. [1092]

TO LET.

"HARTLEY" STONY BROOKE,
and "INGLEWOOD," RICHMOND ROAD.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 7th March, 1903. [150]

TO LET.

FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. No. 1, RIFON TERRACE.
GODOWNS at BOWBINGTON (PRAYA EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.
Hongkong, 1st January, 1903. [71]

TO LET.

TWO SPACIOUS NEW GODOWNS, very suitable for Dry Goods.
Apply to—
W. LYSAGHT,
153, Wanchai Road.
Hongkong, 16th April, 1903. [1153]

TO LET.

NO. 3, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.
Hongkong, 8th April, 1903. [1108]

TO BE LET.

FURNISHED BUNGALOW "FERNSIDE" PEAK, with immediate Possession, to 30th June next.
For Terms and Particulars, apply to—
TURNER & CO.
Hongkong, 7th May, 1903. [1393]

TO LET.

"DUNHEVED," Robinson Road. Available from June 1st. Having Six Spacious Rooms with well ventilated Basement (Servants' Quarters), Verandah, Tennis Court and large Garden.
Apply to—
THE SAM WANG CO. LD.,
81, Queen's Road Central.
Hongkong, 22nd May, 1903. [1494]

TO LET.

NO. 12, KNUXTFORD TERRACE, Kowloon, to Sublet, Furnished, for Four Months from 1st June.
Apply to—
MAJOR BRYAN, R.A.,
12, Knutsford Terrace.
Hongkong, 6th May, 1903. [1356]

TO LET.

NO. 13, SEYMOUR TERRACE.
No. 43, CAINE ROAD.
Nos. 1, 2 and 3, CORONATION TERRACE.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
Hongkong, 22nd May, 1903. [1396]

BOARD AND RESIDENCE.

MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

PRIVATE BOARD AND RESIDENCE

NOS. 12 and 14, QUEEN'S ROAD CENTRAL. Entrance by Zetland Street.
Hongkong, 3rd March, 1903. [700]

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE,"
2 & 4, KENNEDY ROAD.
Excellent Table. Every home comfort. Well furnished rooms facing the harbour.
For terms, apply to—
Mrs. G. SACHSE,
"St. George's House."
Hongkong, 17th March, 1903. [693]

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.
Apply to—
MANAGERESS,
Macdonnell Road;
or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

BOARD AND RESIDENCE

Apply to—
9, SELBORNE VILLAS,
Kennedy Road.
Hongkong, 14th February, 1903.

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATTHEW,
2, Fiddler's Hill.
Hongkong, 1st January, 1892.

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RAYNIER'S PERIL.

A ROMANCE OF THE NORTH-WEST FRONTIER.

BY

BERTRAM MITFORD.

(Author of "The Ruby Scurry," "Signs of the Spider," "The Word of the Sorcerer," &c.)

CHAPTER XVIII.

IN THE MIST.

A more wretched night than that passed by the fugitives—two of them, at any rate—it would be hard to imagine. The wind blew piercingly cold at that altitude; the jumper wood, which at its best is about the worst fuel in the world, would not burn, but made up for the deficiency in the fabrication of abundant smoke. There was no way of taking or doing anything with the frugal element which Mohrab Khan had so unexpectedly produced, and so generously withal, for he might easily have kept it for himself. Wherefore it had to be consumed in the form of a raw paste mixed with rain water, and even this, both men, the European and the Oriental—whose credulous ignorant people imagine to teach that women have no souls—refused to touch, until Hilda insisted, and then they made a pretence.

Toward dawn, but while it yet was yet dark, Mohrab Khan sallied forth to obtain provisions somehow or other, and happily intelligence, leaving the most stringent injunctions that on no account short of actual discovery were they to move from their hiding-place. Shortly after sunrise he returned with both. A kid was slung behind his saddle, and a bag of grain in front, but he did not think it necessary to state that the owner, having been injudicious enough to refuse to give or sell either, and further to manifest suspicion on the subject of himself, he had incontinently slain the said owner, and borne away the spoil; a feat which to his wild Baluchi nature represented an adequate commingling of business with pleasure, but which he knew that these Foreigners would regard in another light. The latter noticed, however, that he no longer wore his uniform, but was attired in the loose garments and turban of the Gularzai, and this he explained was for reasons of safety.

The intelligence which he had gleaned was partly satisfactory, and partly the reverse. Murad Azai had surprised the camp, but the sahibs had not been injured, although, carried away as prisoners, the Gularzai had raised the flag of the Prophet and joined in the jihad—the Nawab Mahomed Mushim Khan being one of its most earnest and enthusiastic supporters. Sarbabad Khan, too, had joined, and the Nawab had appointed Murad Azai one of his principal leaders. In brief the whole country was up in arms, and a large force had been sent to surprise and overpower Musarwan.

"Well, that's cheering sort of tidings at any rate," said Raynier, as he translated the burden of this communication to his companion. "One thing, it's possible we are better off here than we would be in Mazran, for the garrison there is no great shakes, and Polwarth the biggest as that was ever given command even of a box of tin soldiers."

Polwarth, it may be observed incidentally, was the commanding officer at Mazran, and he and the new Political Agent did not love each other.

There was one item of news which Mohrab Khan had not thought it necessary to disclose to his superior, and this was that the Nawab had issued orders to secure Raynier Sahib alive and at all costs, but—alive. Great reward was promised to whoever should accomplish this, and bring him unharmed to Mushim Khan, but should any slay him the reward should be death. But he who should deliver him up alive, the reward would make him a man of consequence for the rest of his days. And this it was within the Baluchi's power to earn.

"How is it, you still cleave to us, Mohrab Khan?" Raynier said half bitterly, half affectionately. "All right, fellow tribesman and fellow believers are up against us. Why are you not with them?"

The man smiled. No well simulated horror did he affect, for he felt none. The question struck him as practically and nakedly natural. Nor did he break into vehement protestations of fidelity, and so forth. He merely replied, "It is written, Hazoor."

And the high Government official answered the Levy sower, "Be it so, my brother."

Shut off from the world, for days they remained thus in their lofty eyrie among the crags. A better shelter was found, and this not before it was needed for the rainy weather continued, and the cold at night was more than

uncomfortable. Then Mohrab Khan went forth upon the maraud one night and stole a blanket or two, and a posh—i.e. a sort of outer made of soft leather, and four-lined as well as some more food. But from their hiding place he steadfastly refused to allow them to lodge.

On Hilda Clive three conditions of hardship, which would have driven the average civilised and cultured woman nearly out of her senses, seemed to have no effect at all—neither on her spirits nor on her health. As to the latter they positively seemed to suit her. She had acquired a colour and a brightness of eye such as had never lit up her face under conditions of civilisation, and Raynier, looking at her, could have passed her every day of his life for about three weeks, and taken no notice of her whatsoever. So much for looks. But as a companion, as a fellow castaway, she was perfect, he decided. She was full of ideas. She could converse on every subject under the sun, no matter what; the only topic she seemed to avoid, he was prompted to observe, being herself. More, he thought to notice even that she purposely avoided it, yet in such a way as to convey no idea of purposely concealing anything, but rather as if choosing to be drawn. She would boggle the time, too, in trying to learn Hindustani and Pashto, under the joint tuition of himself and Mohrab Khan, frequently to the amusement of both.

Thus, as the days wore on, something uncommonly like a very real contentment settled down upon these two, here in the solitude of their vast, mountain world—nay, more. Their converse began to take on a sort of insidiously familiar, not to say cunning form of confidence, slide on the part of the one as on that of the other. Raynier began to forget that they were fugitives from a whole countryside, eager for their blood; to forget the perils to be encountered ere they should once more mingle among their kind; to forget the havoc and massacre and misery that had come about since last they had so mingled. And, more difficult still to forget, perhaps, the official visa which would most probably await him. Strangely enough, the only thing he could not forget, the only thing that would force itself upon his memory, and that with a horrid and most discordant jar, was the fact that Cynthia Deistree was on her way out to claim him—to claim him, upon whom she had absolutely no claim at all; would, in fact, by this time soon be landing.

Without, the elements stormed and raged. For two whole days at a time they would be unable to see outside their mountain abode so thick and unyielding were the mists that accompanied it, and the rain poured down unceasingly, while now and again the roll of intermittent thunder would shake the mountain peaks in stunning reverberation the night through, and the red gleam seek out every corner of their cave abode. And when the mists parted, they gazed down upon shiny rock surfaces laby-mithed with ragged black clams, or the dark widens of a juniper forest swept by the wreaths of the flying wind.

But this state of comparative peace was not to last—was in fact destined to be brought to a most startling termination. One morning Mohrab Khan, who had been away on a foraging expedition, failed to return. The day passed, and still no Mohrab Khan. Night likewise failed to bring him, and now things began to look serious for these two, for their food supply was all but exhausted. As for the Baluchi, there was only one conclusion to be arrived at—he had been found by the enemy, and either killed or detained as a prisoner. As for themselves, something must be done, for it was clear they could not remain there to starve. With his own knowledge of the country, supplement-

ed by further detail which Mohrab Khan had given him, Raynier thought he could find the way to Mazran.

It was scarcely daylight when they started from their place of refuge. The weather had cleared overcast, but the ground was miry and slippery to the last degree, so much so indeed that until they should reach smoother and more level ground the horses were of more hindrance than help. But at the start Raynier discovered that his steed had gone dead lame, to such an extent that to ride it would be down-right dangerous, where cliffs and slippery slopes abounded. It was decided to abandon the animal. "Seems as if our troubles were beginning over again," he said, ruefully. "By Jove, it looks as if the story about the Sydd's tangi was going to prove true again in our case."

He spoke half jestingly, glancing at her the while. To his surprise she was looking very serious.

"No," she answered. "I don't think so. At least, unless—No—it's all right. I can't see," she had passed her hand over her eyes, as he had seen her do on that strangely memorable night, and her face wore the same dreamy look. That, he knew, accounted for the seeming incoherence of her words. For Hilda Clive possessed in some degree the gift of clairvoyance and what she saw now in front of them she preferred not to tell him just then. What-over it was it took no definite shape in her own mind, hovering there vague but ominous. He looked at her curiously.

"Well, I'll cheat that superstition yet," he said, with a gaiety that was just a trifle forced. They made but sorry headway, the horse slipping and stumbling to such an extent that Hilda preferred to walk, so that by the time day had fairly dawned they were scarcely more than three miles from their starting point. It was deemed advisable to go into hiding once more, and here they were forced to finish what little food remained.

Towards dusk they started again. An unaccountable and wholly unwelcome depression had come upon Hilda while her escort, walking beside her horse, began to feel strangely weak and faint. He supposed it was the result of recent bad living and want of exercise, and then with a chill of dismay he recognised the infallible symptoms of his old fever. No—this would never do. He must pull himself together; and by way of doing this, he stumbled and fell dizzily forward.

With a little cry of alarm Hilda was off her horse in a moment, and was beside him. She raised his head, laying a hand upon the damp and clammy brow.

"There, there! Do you feel better now?" she exclaimed, with a rush of tenderness in her tone.

"What an idiot I am," he answered, but the smile was sickly one as he tried to raise himself. "I shall be all right in a minute. Heavens! the horse! Hilda—quick—go after the silly brute. It would never do to lose it."

In her anxiety to reach his side Hilda had let the reins go, and now the animal was walking steadily off. She tried to coax it, but the result only seemed to be to accelerate its pace. She was quite a little way off now. Raynier had staggered to his feet, and had managed to take a few steps after her. Then he sank down in a dead faint.

The horse stopped. Now she would have it. Spraying soothingly Hilda drew near. She had all but got her hand on the bridle rein, when the perverse brute slowed round. This manoeuvre he repeated three or four times she went.

No—it was too bad. She would try no further. She must have come quite far, already, but how far? She stopped and looked back. Great Heaven! what was this? The cloud which had encompassed the hill-top had extended, stealing silently and insidiously downward, blotting out the whole mountain side, blotting out the way she had come, blotting out everything save three or four peaks of dingy wet ground immediately around her. How would she find her way back to where she had left her companion—and what if she could not?

(To be continued.)

Herole

measures only can check the advance of

Cholera

Don't trifle with unknown remedies, nothing yet tried equals

Painkiller

PERRY DAVIS.

INDIGESTION AND SKIN ERUPTIONS.

BILE BEANS CURE BOTH.

SENSATIONAL REPORTS IN THE NORTH OF ENGLAND PAPERS.

The North of England papers have recently been giving prominence to the following facts:—
"Mrs. Mary Jane Dent, of Sanderson's Terrace, South Cramlington, a woman who has for years been allig, to the surprise of her friends, quite restored to health. From inquiries made by a press representative, this great cure has been worked by Chas. Forde's Bile Beans, and below will be found Mrs. Dent's own story."

"It is well known in this neighbourhood," she began, "that for years I have been a great sufferer from biliousness and indigestion. The doctors said it was acute indigestion as long as fourteen years ago, though they were unable to give me anything that did me any good. For a long time my suffering was so acute I could get no sleep. I could not lie still in bed, my head-ache was so severe, and the stifling sensation from indigestion so torturing. I lost my appetite altogether, had no inclination for food, and when I did try to take something to keep up my strength, it only made my suffering worse."

"A little over two years ago I was told by my doctor I would have to undergo an operation if I was to hope for any cure, as my case had become complicated" through the wretched state of my stomach and my general weakness. At that time I was too weak to do any house work. I went to skin and bone, and was a more shadow. You see me now," added Mrs. Dent, smiling, the lady having since developed into a magnificent specimen of robust health. "My altered condition is due solely to Chas. Forde's Bile Beans. When I was a sad as a woman could be I tried them, and by perseverance they have changed me from a weak and fast failing invalid to a robust, healthy woman. I bear no 'traces of illness now.'"

"Mrs. Wood, a neighbour, who called in at the moment of the conversation, confirmed Mrs. Dent's statement, adding 'You are not the same woman. You were more like death,' in allusion to the time when the lady commenced to take Bile Beans."

"A friend of mine at Blyth," went on Mrs. Dent, "told me about the wonderful results of Bile Beans in her own case. That was how I came to take them. After I had finished the first box I felt much improved in health, and my blotches and pimples, which had broken out on my skin, disappeared. I continued taking the Beans, and progressed rapidly until I was quite well. I made flesh and soon became another woman altogether, as you can see for yourself. I bear no traces of illness now."

Bile Beans may be had from Messrs. WATKINS, LIMITED, Hongkong, at 75 cents per box; or sent free from the BILE BEAN MANUFACTURING CO., RED CROSS STREET, LONDON, E.C., price 1/14 or 2/9 per box. Don't take substitutes.

DARTRING' LANOLINE



Natural Toilet Preparations.

Two "Dartring" brands appear upon this original "Lanoline" Preparations.

"DARTRING" TOILET "LANOLINE" in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexions from the effects of wind and sun.
"DARTRING" "LANOLINE" TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.

Wholesale: 57, Nelson Street, E.C.

WM. POWELL, LD.

DRESSMAKERS, DRAPERS, AND GENTLEMEN'S OUTFITTERS,

28 AND 34, QUEEN'S ROAD CENTRAL.

DRESSMAKING UNDER EXPERIENCED EUROPEAN SUPERVISION.

GENERAL DRAPERY GOODS OF EVERY KIND ALWAYS IN STOCK.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

GENTLEMEN'S DEPARTMENT THOROUGHLY, UP-TO-DATE. SHIRTS, TIES, COLLARS, BOOTS, PANAMAS, RAINCOATS, ETC.

FIRE.



ORIENT INSURANCE COMPANY.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st May, 1903.

[1312-2]

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWAI.

AGENTS—

JARDINE, MATHESON & CO.

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: NO. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—UCHI-KONMACHI, MOJI; MINAMI-AJIKAWA, OSAKA; AND KAIGAN, WAKAMATSU.

AGENCY: MR. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Oaki, Wakamatsu, and Hongkong.

CODE USED: A 1 & A. B. C. 4th Ed.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes de France, Foreign and Japanese steamers, Arsenal and Japanese Railway Companies, &c. Sole Proprietors of Kumamoto and Tenoura Coal Mines. Sole Agents for Kawanishi Komatsugaura, Tenoura, Minamio, Ikejima and Kumagahata Collieries.

K. UYEMURA, MANAGER

[751]

RICHMOND GEM CIGARETTES.

RICHMOND GEM CIGARETTES ARE MADE FROM PURE SUN-CURED VIRGINIA NATURAL LEAF TOBACCO. ABSOLUTELY PURE.

"THE NEAREST THING OF THE DAY."

Packed by a special vacuum process in air-tight tins of 50's, with a 1,000 mouthpiece and a handsome curved Cigarette Case which fits the pocket.

TO BE OBTAINED OF MESSRS. KRUSE & CO.

MANUFACTURED BY

THE AMERICAN TOBACCO CO.

BRANCH

BRITISH-AMERICAN TOBACCO COMPANY, LIMITED.

[43]

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"PELUS"	On 27th May.	
GLASGOW and LIVERPOOL	"YANISZE"	On 4th June.	
GLASGOW and LIVERPOOL	"OOPACK"	On 9th June.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 15th June.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.	
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
LONDON	"CALCHAS"	On 4th June.	
LONDON	"HYSON"	On 20th June.	
LONDON	"ANTENOR"	On 23rd June.	
LONDON	"ALCINOUS"	On 7th July.	
LONDON	"OOPACK"	On 14th July.	
LONDON	"PELUS"	On 21st July.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"TELEMACHUS"	On 17th June.	

Hongkong, 27th May, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI and TIENTSIN	"WILAMPOA"	On 27th May.	
MANILA	"NANCHANG"	On 1st June.	
MANILA	"CHANGSHA"	On 3rd June.	

PORT DARWIN, THURSDAY, 27th May, 1903.
ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE,
SYDNEY & MELBOURNE

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 27th May, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
N.B.—Cargo can be taken on through bills of lading for the principal places in Russia.

STEAMERS	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
ZIETEN	27th May	11th June	25th June	9th July	23rd July
STUTTGART	28th May	12th June	26th June	10th July	24th July
ROON	29th May	13th June	27th June	11th July	25th July
PREUSSEN	30th May	14th June	28th June	12th July	26th July
HAMBURG	31st May	15th June	29th June	13th July	27th July
PRINZ HEINRICH	1st June	16th June	30th June	14th July	28th July
SACHSEN	2nd June	17th June	1st July	15th July	29th July
KIAUSCHOU	3rd June	18th June	2nd July	16th July	30th July
BAYERN	4th June	19th June	3rd July	17th July	31st July

Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 27th day of May, 1903, at Noon, the Steamship "ZIETEN," of the Norddeutscher Lloyd, Captain B. Wilhelm, with Mails, PASSENGERS, SPECULUM and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 25th May. Cargo and Speculums will be received on Board until 5 P.M. on TUESDAY, the 26th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 26th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewards. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 14th May, 1903.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
* SHAMHUT	W. M. Smith	9,606	May 30th
* OLYMPIA	J. Truebridge	2,837	June 24th
* TREMONT	T. W. Garlick	9,606	June 30th
* TACOMA	A. Dixon	2,812	July 6th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada. For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,

GENERAL AGENTS.

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VESSLS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR JESSELTON, KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAO, LAHAD DATU and LABUAN. THE Company's Steamship

"BORNEO." Captain Muller, will be ready to load for the above ports THIS MORNING, the 27th instant. For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 21st May, 1903. [1491]

THE EAST ASIATIC COMPANY, LIMITED.

FOR SHANGHAI AND HANKOW. THE Danish Steamer

"PRINSESS MARIE." Captain Berentzen, will leave for the above ports on or about WEDNESDAY, the 27th instant. For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 21st May, 1903. [1492]

EST ASIATIQUE FRANCAIS.

FOR TONGKU. THE French Steamer

"CAMBODGE." Captain Duclercq, will be ready to load on or about WEDNESDAY, the 27th instant. For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 21st May, 1903. [1493]

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA. THE Imperial German Mail Steamship

"ROON," of the Norddeutscher Lloyd, Captain G. Meiners, due here with the outward German Mail about WEDNESDAY, the 27th inst., A.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 25th May, 1903. [1494]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE." Captain Holmes, will be despatched as above on WEDNESDAY, the 3rd June, at Noon. This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage. The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To ensure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th May, 1903. [1430]

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP. THE Steamship

"BENMOORE." Captain Wallace, will be despatched as above on or about 3rd June.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th May, 1903. [1431]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE "Shire" Line Steamship

"JEMBROKSHIRE" shortly expected, will have quick despatch.

The American Asiatic Steamship Company's will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 18th May, 1903. [1187]

AMERICAN AND ORIENTAL TRANSPORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"HEATHFORD" will be despatched on FRIDAY, the 5th June.

For Freight, apply to ARNHOLD, KARBERG & CO., General Eastern Agents for China.

Hongkong, 20th May, 1903. [1308]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at Philippine Ports.)

PROPOSED SAILINGS FROM HONGKONG: 1903.

"CHARLES TIBERGHIEN" 15th June.

"MACDUFF" 10th July.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 21st May, 1903. [1135]

CHINA NAVIGATION CO. LIMITED.

HONGKONG—MANILA. REDUCED SALOON-PASSAGE MONEY.

SINGLE, \$25; RETURN, \$40.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 1st May, 1903. [280]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at Philippine Ports.)

PROPOSED SAILING FROM HONGKONG.

THE Steamship

"HUDSON" will be despatched for the above ports on or about the 25th instant.

For Freight and further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, Agents.

Hongkong, 14th May, 1903. [1418]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG." Captain Baller, will be despatched as above on SATURDAY, 30th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd May, 1903. [1524]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, HONGKONG, COLOMBO, ADEN, SUEZ, AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MELPOMENE." Captain Tosoni, will be despatched as above on SATURDAY, the 30th inst., at P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 20th May, 1903. [13]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—PORTS FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONCHICHERY, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 2nd June, 1903, at 11 A.M., the Company's Steamship

"SALAZAR," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 1st June. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 22nd May, 1903. [12]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"VALETTA." Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 6th JUNE, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 25th May, 1903. [1]

HONGKONG-MACAO LINE.

S.S. "WING CHAI." Captain Samuel Bell Smith.

Daily Departure from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to SAM WANG & CO. LD., 81, Queen's Road Central.

Hongkong, 20th April, 1903. [849]

NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897. [8]

FOR SAMSHUI, VIA KONGMOON AND KUMCHUK.

THE Steamship

"PAK KONG" will be despatched for the above ports every TUESDAY, THURSDAY, and SATURDAY, at 5 P.M. Ample accommodation for European Passengers.

For Freight or Passage apply on board, or to KONG WAI STEAMBOAT CO., LD., 15 and 16, Cantonment Road, Praya West, Hongkong, 6th May, 1903. [1353]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo: From Calcutta, &c., ex *Arcadia*. From Penang, &c., ex *Sundara*. From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY, 2nd inst.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd May, 1903. [1]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"STUTTGART" OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY, the 19th May.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 26th of May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 26th May, at 3.30 A.M.

All Claims must reach us before the 26th May, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.

Hongkong, 19th May, 1903. [5]

"BEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 30th inst., will be subject to rent.

All claims against the steamer must be presented to the

